

THE LITTLE MISCHIEF.

Only a wee little mortal,
Asleep on the nursery floor,
Mid a pile of neglected playthings,
Which litter the whole room o'er.
Two little fat arms lying
Over a curly head,
And smiles which awaken the dimples,
Parting the lips so red.

Here's dolly with arms and legs broken,
And a terrible crack on her head,
And her cheeks washed white as a lily,
That once was so rosy and red.
Poor Fido, the puppy, is whining;
Poor fellow, no wonder you wail!
I wonder what mischievous fingers
Fastened that cup to your tail?

It was only that wee little mortal,
Asleep on the nursery floor;
And nurse stands aghast at the litter
Which covers the whole room o'er.
Well, pick them patiently, nurse,
Over and over again,
E'en though that bundle of mischief
Will make all your labor in vain.

Better a home with a baby,
And a floor all littered with toys,
Than one that is empty forever
Of childish prattle and noise.
So here's a kiss for the darling!
On forehead, mouth and chin,
And wherever I find a dimple
I'll smuggle the kisses in.

The Poultry Yard.

FEEDING YOUNG CHICKS.

The majority of farmers feed corn meal dough to chicks and expect the little things to thrive upon it. Corn meal is excellent for them, but they require something else additional. The chick will not need any food at all for twenty-four hours after emerging from the shell, for nature makes provision for it in that respect. The second day after being hatched hard boiled egg, crumbled fine, is the most suitable food. They may be given such for two or three days, allowing milk for drink at the same time. If eggs are fed continually they will cause bowel disease, and hence the food should be varied after the chicks are four or five days old. An excellent and cheap food for them is to beat up two eggs in a quart of milk, which should be thickened to a stiff dough with a mixture of one part corn meal, two parts ground oats, and one part middlings; season with a little salt, and bake in the oven into bread, which may be crumbled for them. It will be found very nourishing and wholesome. This food should be varied with another made by boiling a piece of meat or liver to pieces, the broth and meat to be thickened with buckwheat meal, baked, and fed as before. Chopped onions, lettuce, or cabbage, will also be acceptable. Avoid feeding raw corn meal, and do not give whole grains until the chicks are ten days old, when screenings, broken rice and cracked corn may be fed. As they grow older wheat should be substituted for the screenings. Heat is more essential than feeding. If young chicks are exposed, and become chilled, it usually results in cold on the bowels, which is attributed to the food. If fed four times a day, with plenty of water, and kept dry, they will grow rapidly.

DESCRIPTION OF LANGSHANS.

Mrs. R. W. Sargent, of Kittery, York county, Me., who made a specialty of Langshans, sends us the following description. She says: "Their native place is north of China, from whence they were first imported into England in 1872, and from England into the United States in 1877. The first Langshans we owned were imported direct from the yards of the original English importer in 1879, and we have had every year (but one) either eggs for hatching, or fowls from the same place. We were sole agent in the United States for the original English importer until the Langshans were admitted into the standard of excellence by the American Poultry Association in 1883, at Worcester, Mass. The Langshans are fine, useful, and profitable fowls, and are justly very popular, as they bring their own certificate, and speak for themselves in every yard where they appear, and can stand wholly on their own merits where ever they are known. They are active, agile and impetuous, are very prolific, and grow quickly, mature early, and lay well;

although not given to being broody, they are good sitters and good mothers. Their flesh is white, and they have a very thin, white skin, and as a table fowl are equal to small turkeys, and not inferior to them in delicacy and flavor. Their plumage is of uniform glossy black, and full of lustre; comb single, and a bright red color. The beak is dark, with flesh-colored variations along the line of the mouth. Eyes dark, with but little difference in shade of pupil and iris. Neck long, full, and profusely feathered. Back short and fairly broad; rump high. Tail very full and flowing, carried rather high and forward, and furnished with good size sickles. Legs and toes dark, with a vivid pink color showing between the scales. Shanks scantily feathered to the end of the outer toes, (there should be no feathers on the middle toes,) bottom of the feet are pink. Their eggs are fair size and are beautiful in color, varying from the palest salmon to the darkest chestnut brown; on some there is a bloom like that on freshly gathered fruit, whilst others are spotted, often literally splashed all over with dark spots; and the same hen will tint her eggs differently one day from what she does on another. The invariable appearance of the chick when it emerges from the shell is as follows: Its back is black, and the head, face, and breast a mixture of black, white, and the different shades of canary color. The legs are in some pinkish, and others have assumed the dark pencilling peculiar to the older birds. When it parts with its down it gradually assumes its first black feathers, but often retains a few white nest feathers until almost fully grown. Whilst losing their down there comes a time when they are not attractive looking, but the appearance of the plumage during this stage depends greatly on circumstances, the shelter and care afforded them, the food with which they are supplied, etc. When they have donned their first black coat, they have much the appearance of young turkeys, and it is not until they are about five months old that the cockerels and pullets give indication of their future grandeur, every day finds them increasing in size and beauty."—Poultry Keeper.

CYCLONE FREAKS.

A Celina, Ohio, correspondent tells the following about the freaks of a cyclone that swept over that portion of the country recently:

Mr. Curtis Hall, Jr., of Neptune, reports that he saw straws that were blown into old oak trees. Feathers were stripped from chickens on his farm as clean as though the fowls had been prepared by a cook for the pot. At John Grimm's dishes were carried and driven into stumps so that they could not be pulled out. It was about a half mile wide and it twisted immense trees off at the ground as though they were pipe stems. It cut crops of grain and grass off as clean as a mowing machine, and in instances stripped trees of bark. A hired man named Potter, who slept up stairs, started to go below and he was plunged down stairs at the same time that the top of a house was blown off. He went up stairs again and lay down. He was picked up by the wind and thrown three hundred yards in the direction opposite to that in which the storm was traveling. There was an eight-months-old baby in the house. It was picked up by the wind, laid in a feather bed and the whole business, baby and all, was carried 150 feet. It was then deposited, and a log was thrown on either side of the child, pinning the bed to the ground. After the storm a search was instituted for the baby and it could not be imagined what had become of it until one of the searchers heard it cry, and following the direction indicated by the sound, found the little pet and restored it uninjured to the arms of its distracted mother.

SECRETS.

The moment a girl has a secret from her mother, or has received a letter she dares not let her mother read, or has a friend of whom her mother does not know, she is in certain danger. A secret is not a good thing for a girl to have. The fewer secrets that lie in the hearts of women at any age the better. It is almost a test of purity. She who has none of her own is best and happiest. In girlhood hide nothing from your mother; do nothing that, if discovered by your father, would make you blush.

MORE LEAN.

During each of two seasons previous to last year, Prof. Sanborn, at the Missouri Agricultural College, made experiments to ascertain the influence of food on the relation of lean to fat in pork production. Both of these resulted in a larger proportion of lean from those pigs which had been reared or ripened on albuminous instead of carbonaceous foods. Desiring to make the test still more conclusive, he has again gone over the same experiment even more fully, and the outcome is in accord with previous results, and persuades him that it may be regarded as conclusive evidence that food makes a profound change in the composition of an animal, and, so far as the pig is concerned, we may elect largely the type of meat we would have from him. In his feeding he uses as albuminous food mainly shipstuf or middlings, and for the typical carbonaceous food: corn and corn meal.

In speaking of one of the corn-fed pigs of the four in his last experiment, he notes that in the product there are almost two pounds of fat to each one of lean meat, and that it is no wonder American wealth is digested with American hog grease as a daily food, and year by year steadily consume less of it, as shown in a former bulletin.

Startling as it may at first seem, he is satisfied from his three year's work that from forty to fifty per cent. variation in fat can be made in the composition of a pig by the food supplied to it, also that the block is no test of breed influenced on the character of the meat made, unless measured by the character of food given, and fat stock shows should govern their premiums and requirements accordingly; also that albuminoids do not prove the ready fat-formers in these trials that physiologists have supposed them to be.

Prof. Sanborn's work is the direction of furnishing proof positive on points of enormous economic value, about which there has heretofore been either general ignorance, or only unverified conjecture, and it is a work which he is not only abundantly qualified for, but would be glad to pursue upon a much broader scale were adequate provision for it placed at his disposal. There is no better place for it in the world than in Missouri, and the State farm should be so generously equipped that a series of the most desirable agricultural experiments can constantly be in progress without danger of defeat from niggardly parsimony.—Farmers' Friend.

THE WIFE'S SHARE.

No class of men are more indebted to their wives for the success that comes to them, than are farmers. The wife and the mother who has the courage to go out with the husband of her choice and commence the struggle of life with him on the prairie, or on a new farm, with but little capital, except that boundless capital of head and heart, is worthy to stand by the side of the Spartan woman of whom poets have exhausted their word of praise. Upon her falls the brunt of the strife, no matter how hard the husband may toil; his work closes with the day, but hers continues long after, and with her children, and the small chores that many of the beginners look after, her lot is not one to be envied. And when, after years of struggle, success, with reluctant feet, comes to crown the husband with honor, the brightest wreath should adorn the brow of the noble wife; who was the stay and anchor, the comfort and the source of all hope in the stormy days of trial. The wealth should crown her queen.

We hear much of the man. We hear that so-and-so is making money and he gets the credit of being a forehanded man, but it is quite as often that the noble little woman, who has toiled and complained not, who has pinched and saved, and murmured not, is the one to whom the State and Nation is most greatly indebted. These are the women who lead men up to that higher and nobler manhood, to that shrine, where, like knights of old, they bend the knee of homage, not to beauty, but to worth and royal manhood.—Farmer's Advocate.

"I'll allow no man to call me a liar and go unpunished," said a Texas judge to a lawyer who had just committed that offense. "You are fined \$10, sir." "It's the truth, though," replied the lawyer, as he paid the money. "I don't care if it is the truth," retorted the judge. "A court of law is no place to tell the truth."

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—OF—
STAUNTON, VA.

STATEMENT JAN. 1st, 1886:

ASSETS:
United State Bonds.....\$18,000.00
Bonds and Mortgages..... 85,000.00
Property..... 13,978.80
Cash on hand..... 13,827.58

LIABILITIES:
Assessments Paid in Advance.....\$ 805.63
Due Assessment Accounts..... 6,785.73

This Company was organized as recently as September 3, 1873, but the management and character of the Company has been such as to secure and enjoy the support of such of our leading business men as Col. A. B. Andrews, Maj. Robt. Bingham, Mr. R. T. Gray, Hon. A. C. Avery, Circuit Court Judge; Rev. Dr. C. T. Bailey, and other representative men throughout the State.

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15-tf. C. W. VOGLER, Agent.

A CARD.

MR. F. H. HYATT, Special Agent for the Valley Mutual Life Association, of Virginia—
SIR:—Permit me to express my appreciation of the promptness and business-like manner with which you paid the Life Policy of \$3,000 on the life of John P. Secrest, of Monroe, Union county. The action of your Company in thus promptly adjusting this claim must commend it to the favor of all honest people.
H. C. ASHCRAFT,
Guardian.
Winston, N. C., April 28, 1886.

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CAROLINA CENTRAL RAILROAD COMPANY,
OFFICE OF SUPERINTENDENT,
Wilmington, N. C., Sept. 27, 1885.

CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE, THE following Schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAIN:

DAILY EXCEPT SUNDAYS.

Leave Wilmington at.....7:00 P. M.
Leave Raleigh at.....7:35 P. M.
Arrive at Charlotte at.....7:30 A. M.
Leave Charlotte at.....8:15 P. M.
Arrive at Raleigh at.....9:00 A. M.
Arrive at Wilmington at.....8:25 A. M.

LOCAL FREIGHT—Passenger Car Attached.

Leave Charlotte at.....7:40 A. M.
Arrive at Laurinburg at.....5:45 P. M.
Leave Laurinburg at.....6:15 A. M.
Arrive at Charlotte at.....4:40 P. M.
Leave Wilmington at.....5:00 P. M.
Arrive at Laurinburg at.....5:30 A. M.
Arrive at Wilmington at.....5:40 P. M.

Local Freight between Wilmington and Laurinburg Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table.
SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3. Leave Charlotte at.....8:15 A. M.
Arrive at Shelby at.....12:15 P. M.
No. 4. Leave Shelby at.....1:40 A. M.
Arrive at Charlotte at.....5:40 P. M.

Trains No. 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte. Take Train No. 1 for Statesville, Stations on Western N. C. R. R., Asheville and points West.

Also, for Spartanburg, Greenville, Athens, Atlanta and all points Southwest.

L. C. JONES, Superintendent,
W. F. CLARK, Gen'l Passenger Agent.

Cape Fear & Yadkin Valley Railway Co.

Condensed Time Table No. 13.

TRAIN NORTH.

	Arrive.	Leave.
Bennettsville.....	8:20 a. m.	
Shoe Heel.....	9:40 a. m.	9:50 a. m.
Fayetteville.....	12:00 m.	12:25 p. m.
Sanford.....	2:15 p. m.	2:25 p. m.
Ore Hill.....	3:43 p. m.	
Liberty.....	4:37 p. m.	
Greensboro.....	6:00 p. m.	

Dinner at Fayetteville.

TRAIN SOUTH.

	Arrive.	Leave.
Greensboro.....	9:50 a. m.	
Liberty.....	11:05 a. m.	
Ore Hill.....	12:50 m.	
Sanford.....	1:20 p. m.	1:45 p. m.
Fayetteville.....	3:50 p. m.	4:00 p. m.
Shoe Heel.....	6:05 p. m.	6:15 p. m.
Bennettsville.....	7:30 p. m.	

Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:30 p. m., and at Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 6:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m.

Freight and Passenger Train North leaves Fayetteville daily at 8 a. m., connecting at Sanford with Freight and Passenger Trains to Raleigh, leaving Sanford at 11:30 a. m., and arriving at Greensboro at 5:40 p. m.

Leaves Greensboro daily at 6 a. m.; leaves Sanford at 11:15 a. m., and arrives at Fayetteville at 2:40 p. m.

JOHN M. ROSE,
General Passenger Agent.
W. M. S. DUNN,
Gen. Superintendent